

OFFICER REPORT

Application Number: P2026/0351

Site Address: 27 Manor Way Briton Ferry Neath Port Talbot SA11 2TR

Proposal: Replacement single storey rear extension and raised patio area

Applicant: Mr A Harrison

Agent: Mr James Evans

Ward: Briton Ferry East

Application Type: Full Plans

Valid Date: 3rd July 2026

Statutory Expiry Date: 27th August 2026

Ext. of Time / PPA date:

Publicity Expiry Date: 29th July 2026

RECOMMENDATION - Refused

SITE AND CONTEXT

The application site is located at 27 Manor Way, Briton Ferry comprising of a semi-detached bungalow. The site is bound by residential dwellings to the north, east and west and located to the south is the unclassified road 'Manor Way'. The site is set across different levels, with the application property located just below road level, sloping from the rear patio area with steps leading downwards towards the rear garden space.

DESCRIPTION OF DEVELOPMENT

This is a full application proposing construction of a replacement single storey rear extension. The rear extension projects 3.7m from main dwellinghouse rear wall and 7.8m in width. It features a pitched roof set flush with the existing rear elevation, with an eaves height of 3.05m and maximum height of 4.25m. The rear proposal includes set of three bifold doors to the rear elevation and a window facing the applicant's private garden.

The proposal also includes a raised decking area with a height of 0.7m, projecting 2.03m from the proposed rear extension. The decking would provide access from the proposed bifold doors to a raised patio area, before leading down via a ramp extending from the eastern side of the development to the existing patio level. The ramp would measure 1m in width. To accommodate this, the existing garden wall located at the edge of the patio would be repositioned 0.96m closer to the rear boundary. The wall would measure approximately 1.4m in height and 7.94m in length.

A 1.8m high privacy screen is proposed on the existing patio along the western boundary, extending for a width of approximately 2.39m. As the screen would be positioned at ground level and would not exceed 2m in height, it would not require planning permission.

Additionally, the proposal also includes alterations to the fenestration within the existing rear and western elevation. The existing rear window would be narrowed to facilitate the construction of the proposed rear extension and the western side window is also proposed to be narrowed. As these alterations relate to a ground floor windows, they do not require planning permission.

NEGOTIATIONS

Concerns were raised after validation regarding overlooking from the raised decking area. This information would have been required to be shown on the submitted plans, as the resultant height of the privacy screen on the raised decking would exceed 2m in height. It was advised that a privacy screen be located at the western side of the deck to mitigate this. The agent refused and submitted amended plans locating the privacy screen at patio level rather than from the floor level of the raised decking.

PLANNING HISTORY

The application site has the following relevant planning history: -

- N1984/0085, Proposal: KITCHEN EXTENSION, approved 26-MAR-84

CONSULTATIONS

Ward members consulted on the 6th of July 2026.

Briton Ferry community council was consulted on the 6th of July 2026.

Biodiversity unit was consulted on the 6th of July 2026 – no objection subject to adhering to the details set out within the submitted GIS.

REPRESENTATIONS

The neighbouring properties were consulted via letter on the 6th and 15th of July 2026.

In response, to date, no representations have been received.

REPORT

National Planning Policy:

[Future Wales: The National Plan 2040](#) is the national development framework, setting the direction for development in Wales to 2040. The development plan sets out a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and wellbeing of our communities.

The following policies are of particular relevance to the assessment of this application:

Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking

Policy 9 - Resilient Ecological Networks and Green Infrastructure

[Planning Policy Wales \(Edition 12, February 2024\)](#)

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the Well-being of Future Generations (Wales) Act 2015 and other key legislation and resultant duties such as the Socio-economic Duty. A well-functioning planning system is fundamental for sustainable development and achieving sustainable places

PPW promotes action at all levels of the planning process which is conducive to maximising its contribution to the well-being of Wales and its communities. It encourages a wider, sustainable and problem solving outlook which focuses on integrating and addressing multiple issues rather than on an approach which is

fragmented, un-coordinated and deals with issues in isolation. It provides an opportunity to remove any actual or perceived problems in current approaches and stimulate and support innovative and creative ideas as well as high standards of evidence and assessment to underpin the preparation of development plans and strategies and individual proposals. Monitoring and learning from development outcomes so as to drive sustainable improvements in planning practice is also important.

6.2.12 A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.

PPW12 is supported by a series of more detailed [Technical Advice Notes](#) (TANs), of which the following are of relevance: -

- Technical Advice Note (TAN) 12: Design

Local Planning Policies

The Local Development Plan for the area comprises the [Neath Port Talbot Local Development Plan](#) which was adopted in January 2016, and within which the following policies are of relevance:

- **Policy BE1** Design
- **Policy TR2** Design and Access of New Development
- **Policy EN6** Important Biodiversity and Geodiversity Sites
- **Policy EN7** Important Natural Features

Supplementary Planning Guidance:

The following SPG is of relevance to this application: -

- [Parking Standards](#) (October 2016)
- [Design](#) (July 2017)
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Issues

Having regard to the above, the main issues to consider in this application relate to the impact on the visual amenity of the area, the amenities of neighbouring residents and highway safety.

Impact on Visual Amenity

Regarding visual amenity, by virtue of its scale and design it is not considered that the development would undermine the character and appearance of the application property. Details of proposed materials have not been provided, and it would be recommended that any consent has a condition imposed requiring the materials to match the existing dwelling.

The siting of extension to the rear of the application property dictates that it would be hidden from a public vantage point. As such, it is not considered that the development would detract from the character and appearance of the street scene.

Provided that the condition is adhered to, it is considered that the proposal would comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan and the adopted Supplementary Planning Guidance on design, incorporating the householder extension design guide.

Impact on Residential Amenity

In relation to the neighbouring properties to the east, west and north, namely no's.17, 18, 26 and 28 Manor Way, the proposed rear extension would be partially hidden due to its siting, orientation and scale. As such, it would not have a significant adverse impact on the amenities of neighbouring occupiers. In respect of privacy, no windows are proposed within the side elevations facing no's.26 and 28. The proposed rear-facing bi-fold doors and window would overlook the applicant's private rear garden. Although the site slopes downwards towards the neighbouring properties to the north, the proposed fenestration would be at ground floor level and would be located approximately 17.26m from the rear boundary and 37.93m from the nearest habitable room window at no.17. Given these separation distances, the proposed extension would not result in unacceptable overlooking or loss of privacy.

In respect of the proposed raised decking area, concerns are raised regarding the overlooking and loss of privacy to the occupiers of the neighbouring properties to the east and west, particularly no.26 and partially with no.28. The raised platform is proposed at a height of 0.7m above patio level and would be positioned only 1.7m from the shared boundary with no.26. Given the site's sloping topography, the raised platform would provide increased opportunities for direct overlooking into neighbouring private amenity areas, resulting in an unacceptable loss of privacy. As mentioned, these

concerns were raised with the agent, and it was advised that a 1.8m high privacy screen be installed on the western side of the decking at the proposed raised floor level. The agent declined to make this alteration, to the submitted proposal instead incorporating a privacy screen from the existing patio level. Whilst it is acknowledged that the existing boundary treatment is relatively low in height with no.26, the submission does not demonstrate that adequate mitigation would be provided. Even if a 1.8m high privacy screen were erected along the shared boundary as drawn, the combined effect of the raised decking and level changes across the site would mean that the proposed screening would not be sufficient to adequately prevent overlooking or safeguard the residential amenity of neighbouring occupiers. Similarly, the proposed raised platform would be positioned approximately 4.76m from the shared boundary with no.28 and, by virtue of its elevated position, would give rise to overlooking of the neighbouring private amenity spaces, resulting in an unacceptable loss of privacy.

In relation to the proposed rear extension, it will be set off approximately 1m from the boundary with no.26 and approximately 1.1m from the boundary with no.28 and being at single storey scale would sit within the established context and would not create an overbearing relationship or result in any overshadowing. Additionally, as the proposed extension does not project any closer to the shared boundary to the north at no. 17 and 18, it will not give rise to any issues of overbearing or overshadowing impacts. Similarly, the proposed decking area is of a modest scale and is positioned in front of the proposed extension. As such, it would not give rise to any overbearing or overshadowing impacts on adjoining neighbouring properties.

Taking the above into account, it is considered that the development would adversely affect the residential amenity of the surrounding properties. It is therefore considered that the proposal would not comply with Policy BE1 of the Neath Port Talbot Adopted Local Development Plan, and the adopted Supplementary Planning Guidance on design.

Parking and Access Requirements and Impact on Highway Safety

Given that the development would not displace any of the existing off-road parking, it is not considered that the proposed extension would impact detrimentally upon highway and pedestrian safety. As the proposed development does not include the addition of any bedrooms, there is no resulting impact on parking demand and the existing parking provision is sufficient. The development is therefore considered to accord with Policy TR2 of the Neath Port Talbot Adopted Local Development Plan.

Biodiversity

As identified above, Policies EN6 and EN7 of the Local Development Plan will be of relevance insofar as there is a need to ensure any impacts on biodiversity/ natural features are appropriately assessed and, where applicable, mitigated.

Planning Policy Wales (PPW) 12 sets out that;

The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.

A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15 of PPW 12) has been applied.

A green infrastructure statement was submitted in support of this application and will provide a bird box placed at eaves height within the curtilage of the site which will be secured by a suitably worded condition should the proposal be approved.

CONCLUSION

The decision to refuse planning permission has been taken in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, which requires that, in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises Future Wales – the National Plan 2040 and the Neath Port Talbot Local Development Plan (2011-2026) adopted January 2016.

It is considered that while the proposed development would have no detrimental impact upon the character and appearance of the surrounding area, it would offer both direct and perceived overlooking on the rear gardens of no's.26 and 28 Manor Way. The proposed development would have a significant adverse impact upon the residential amenity of the occupiers of the neighbouring properties and would be contrary BE1 (Design) of the Neath Port Talbot Local Development Plan and Planning Policy Wales (Edition 12).

RECOMMENDATION

Refused

Subject to the following conditions/reasons, which have been imposed for the reasons stated:-

- 1 By virtue of its height, design and location, the proposed development would result in direct and perceived overlooking on the rear private amenity spaces of no's.26 and 28 Manor Way and would have a significant adverse impact upon the residential amenity of the occupiers of the neighbouring properties. As such it is considered that the proposed development would be contrary to policies BE1 (Design) of the Neath Port Talbot Local Development Plan and Planning Policy Wales (Edition 12).

Case Officer	Nia Ferris
Telephone No.	01639 686738
Date of Recommendation	13th August 2026